GALT TRAFFIC

EAA CHAPTER 932 at Galt Airport, "one zero charlie" visit us at: WWW.EAA932.ORG

SEPTEMBER 2008

SEPTEMBER 13 MEETING AND YOUNG EAGLES

All members, be advised that your skills, airplanes and time are needed for the last scheduled YOUNG EAGLE FLIGHTS for 2008.

Due to afternoon thermal activity (turbulence) it has been decided that we could offer new flyers a better experience by moving the Young Eagle flights earlier into the morning hours. Saturday, we will be giving Young Eagle flights from 8;30 AM to Noon followed by a brief meeting and lunch. Join us!

FLYING INTO CHICAGO MIDWAY (KMDW)

by Arnie Quast, photos by Dave Spitzbart

MDW-10C via the lakefront affords this terrific view!

Looking south, airline terminals NE corner, Million Air SE corner

Back in July at our pancake breakfast, Dave Spitzbart approached me and asked if it was possible to fly a small plane into Chicago Midway Airport. He mentioned that he wanted to pick up his son who was flying in on a commercial airline flight. I had flown into MDW many years ago in a single engine plane, but was unsure whether it was still possible with the massive growth in discount airline traffic over the years. After doing some simple research, I found out that single engine aircraft can still easily operate into MDW. My research revealed that Million Air is the FBO of choice at the field. They offer a free courtesy van back and forth from the FBO to the passenger terminal. The landing fee was $7.50, and there is a $60.00 (yes sixty) ramp and handling fee that is waived if you buy at least 10 gallons of Avgas at $7.00/ gallon. Overall, this works out to be about $20 more than purchasing the same 10 gallons at Galt. Is it worth the expense? According to Dave, it was for the experience and convenience. The people at Million Air treat you like a million bucks whether you are in a single engine Cessna or a multi million dollar biz jet.

Dave asked me to accompany him on his flight. A private pilot can easily operate into MDW, but some preflight planning is definitely in order before threading the needle under and around Chicago's Class B airspace, then into Midway's Class C airspace. Dave and I spent a small amount of time in the planning room at Galt before taking off. During our briefing, we took a close look at the Chicago VFR Terminal Chart, a current airport diagram of MDW, and other information from an aviation website called www.airnav.com. An Airport Facility Directory also provides lots of good information. The terminal chart depicts recommended VFR flyways around the Chicago area. You can easily approach MDW from the east or west, but we decided to take the scenic route down the Chicago lakefront. The sights are pretty and it is easier to identify prominent landmarks along the way. It was very important to look at the airport diagram to see where Million Air was located on the field relative to the potential active runways. Midway has *many* intersecting runways which provide a ripe opportunity for a runway incursion if you do not follow ATC instructions carefully. The read back and understanding of hold short instructions are extremely crucial at Midway. On the approach and landing phase of the flight it was very important to quickly understand and identify our ATC assigned runway. On the way in we were assigned runway 31R while a Southwest Boeing 737 zipped by us on final approach to runway 31C. Overshooting the assigned runway could have some very harsh consequences. Dave and I also pre-briefed wake turbulence avoidance procedures. As far as talking to ATC, Midway is really not much different than any other Class C airport. Clear, concise and accurate communication is very important. Dave and I reviewed some basic communications procedures. The old fallback of *who you are, where you are, and what you want to do* must fall into place. The verbiage tends to flow a lot quicker due to the amount of traffic at MDW. We found it very prudent to write down our various

clearances, especially the taxi clearances on the ground. Our final step before launching off was a quick call to Flight Service to check current NOTAMS and also see if any temporary flight restrictions (TFR's) were active for our route. TFR's are often active around Chicago for a number of reasons. The route along the lakeshore takes you in close proximity to Wrigley Field, Soldier Field, and US Cellular Field. TFR's often become active around major stadium events and when the president decides to visit town.

Overall flying into MDW can be fun and exciting with good planning and situational awareness. If you have any apprehension trying it for the first time, it would be a good practice to bring along a flight instructor or another experienced pilot to back you up.

Dave navigates the "Midway maze"

AND, IN AN ENOTE FROM DAVE…

"…'44G, just do a 180 there and back taxi runway 31R - Hold short of runway 22L'. I had just applied the brakes at the intersection of 31R and 22L when I was a bit startled by something blue and orange, very large and very fast blasting past just a few feet in front of my nose. Wow, I'm not at Galt anymore!"

44G hobnobs with O'Bama's "believable changemobile"

"We were cleared to cross runway 22L and instructed to exit runway 31R at the next right turn off and to contact ground control for instructions through the maze of intersections to our destination of Million Air FBO. We were directed by line staff to a parking spot. After disembarking my little Cessna we noticed another large jet sitting on the same ramp. Across the top of the fuselage were emblazoned the words 'Change we can believe in' ".

"Air venture for me began this year at Chicago's Midway Airport as I picked up my son, Brad, for our annual pilgrimage to Oshkosh. It was an adventure that will be remembered for many years to come."

"I cannot thank Arnie enough for taking the time to share his expertise so that we could explore another facet of flight that I would otherwise not have attempted. It is so typical of the EAA spirit that I have seen all around me since I joined the organization. Enthusiasm for aviation does not seem to wane as experience and involvement grows."

" I had the priviledge of meeting Paul Poberezny this summer at a work weekend. He told me that, 'EAA is not about airplanes; it is about people.' I am beginning to understand what he meant."

2008 CHAPTER CALENDAR

Check www.eaa932.org for latest updates

♣♥♠♦ **LINK TO POKER RUN INFO** http://web.mac.com/chapter60/poker/Home.html

SEP 7 – ♣♥♠♦ Poker Run Dubuque (DBQ)
SEP 13 – MEETING Noon **YOUNG EAGLES** 8:30—Noon
SEP 13 – ♣♥♠♦ Poker Run – Oshkosh (OSH)
OCT 4 – ♣♥♠♦ Poker Run – Richland Center (93C)
OCT 11 – MEETING 10 AM; **CHILIFEST** 5:30 – ??
OCT 12 – ♣♥♠♦ Poker Run – Palmyra (88C) GAME DAY
NOV 8 – MEETING 10 AM
DEC 13 – MEETING 10 AM

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PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: www.aopa.org
EAA: www.eaa.org
FAA: www.faa.gov
EAA 932: www.eaa932.org
Il DOT: www.dot.state.il.us/aero/index.html
WI DOT: www.dot.state.wi.us/travel/air/general.htm
GALT AIRPORT EVENTS: www.galtfestivals.com

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2008
EAA 932 Meetings 2nd Saturdays @ 10 AM
Young Eagles Jun 14, Jul 13, Sep 13 or by appt. any time. Contact anyone in box below.

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Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. ***Articles may be reprinted if credit is given.***

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